Triumph Register of America

Concours d'Elegance

Judge's Guidelines

TR4 – TR4A

INTERIOR

Introduction

The annual Triumph Register of America (TRA) Concours d'Elegance has been the highlight of *National Meets* for over fifty years. These *Judging Standards and Restoration Guidelines* serve both concours judges and enthusiasts undergoing restorations.

About TRA

TRA is a nonprofit organization established to assist TR2 -TR4A owners in the restoration, maintenance, preservation, and enjoyment of their cars with over twenty-five *Local Centers* from coast to coast. Online communication, local technical workshops, and driving events provide the binding glue for our national organization. More information regarding TRA may be found at www.TriumphRegister.com.

About TRA Concours

Concours competition requires significant commitments of research, time, and cost, and is taken seriously by those involved. Conducting a concours d'elegance also requires significant commitments in planning and preparation. TRA recognizes both, and strives to improve the experience by establishing practical standards subject to periodic review, and recruiting and training judges to employ them.

A successful concours d'elegance requires:

Consistency Across the Event: Evaluations should be consistent across the show field.

***Consistency Between Judging Teams*:** Evaluations should be consistent between judges and judging teams.

Consistency between Successive Events: Evaluations should be consistent from year to year, regardless of judging personnel. Components correctly adjusting deduction notations on *Judging Scoresheets* should not receive further deductions on that account.

Proper Time Management: TRA concours evaluations should take only three hours, though this may prove difficult with crowded show fields. In such cases, increased staffing, or procedure changes consistent with established practice, may be required.

About this Document

The *Judging Standards and Restoration* guidelines result from years of assembling information from factory reference materials, contemporary third parry publications, TRA member experience and expertise, and TRA judging school presentations and reviews.

Each section within this guide includes specific cautions regarding the accuracy of provided information which, despite intensive research, often lacks conclusive supporting documentation. This is further complicated by persistent errors in existing supporting documentation because of the mass production methods used by Standard-Triumph. The *Spare Parts Catalogue* often cites changes at specific commission numbers that occurred over several weeks of production, with cars produced during that time having either the early or later configuration. Therefore, judges and restorers should not conclude that a car fitted with components inconsistent with a cited *Service Bulletin* or *Spare Parts Catalogue* parts or engineering change is in error before conducting further research or consulting with experts.

General Rules for Concours Competition

Scope

Judging comprises two elements:

> ***Originality:*** The components match those specified for the model and commission number.
>
> ***Restoration Quality:*** The condition of various components.

Scoring

Cars begin the judging process with 100 points, with deductions made for deviations in *Originality* and *Restoration Quality.*

The 100 points are divided into four sections, with a detailed breakdown of components and their point allocations provided within each judging section. The judging sections include:

Exterior	25 points
Interior	30 points
Underhood	30 points
Chassis	15 points

Examples:

A car receives a single point deduction in *Underhood-Hydraulics,* which is recorded on the *Underhood Scoresheet*.

As *Underhood* contributes 30 points toward the maximin of 100 points, or thirty percent, the weighted value of the deduction is 0.3 points, which is recorded on the *Master Scoresheet*.

Half-Point Deductions: While *Originality and Restoration Quality* deductions are made at full points, judging categories or components within a category assigned a single point require an exception allowing judges a choice beyond awarding full points or deducting as though the component within the category was missing entirely. An example is *Underhood,* where 81 percent of evaluated components are assigned a single point. Therefore, ***components assigned a single point may be judged in half-point increments.***

Car Classes: The TRA has established the following classes of cars for concours judging events:

> *Standard Class:* Comprised of TR2 through TR4A cars being judged how well they compare to original new cars when they left the showroom floor. They are judged on both originality and restoration quality. The highest score of the participants in this class will be declared the Best of Show winner along with First Place in their individual class.

Premier Class: Comprised of cars that have won Best of Show at a previous TRA Concours event. Generally, the *Premier Class* car has the fewest originality issues and the focus of judging is the level of restoration quality. Entrants are awarded certificates, as detailed below.

At the conclusion of the judging and with time permitting, the scoresheets will be reviewed by the Chief Judge and all team leaders. In the event of limited time, at a minimum, the review will comprise the top three cars in each of the Standard Class. This supplemental judging review is designed to ensure consistency among and between judging teams.

Scoring Results: Scoring within each class is based upon the score attained by each car against these standards. A minimum score of 70 is required to earn third place, a minimum score of 80 to earn second place and a minimum score of 90 to earn first place. The highest score among all concours entrants in the Standard class is awarded "Best of Show" for that event.

Additionally, each entrant in concours is usually awarded a certificate documenting their concours score. Cars scoring at least 70 points are awarded a Bronze Certificate; at least 80 points, a Silver Certificate and 90 points and above, a Gold Certificate.

Examples: Five cars score the following: three TR3As score 97, 78 and 75 and two TR3Bs score 89 and 85. The scoring results are as follows:

TR3A Standard Class	**TR3B Standard Class**
TR3A **97** First Place Trophy, Gold Certificate, **Best of Show**	*No First Place*
No Second Place	TR3B **89** Second Place, Silver Certificate
TR3A **78** Third Place Trophy, Bronze Certificate	TR3B **85** Third Place, Silver Certificate
TR3A **75** Did Not Place, Bronze Certificate	

Scoresheets

Scoring is recorded on scoresheets for each judging section, with the totals of each section transferred to the *Master Scoresheet.* Judging area scoresheets are provided in the corresponding sections of this document. *The Master Scoresheet* and judging section scoresheets are also included in the *Appendix.*

Exterior Scoresheet: This applies to body and exterior components originality and condition.

Exterior Scoring, Body, Paint and Alignment Worksheet: This supplement to the *Exterior Scoresheet* applies to the quality of bodywork, paint, and alignment of major body panels.

***Underhood Scoresheet*:** This applies to the quality and originality of the engine compartment, including the bulkhead (firewall) and inner fenders.

Interior Scoresheet: This applies to the passenger compartment, hood (convertible top), side-screens (sidecurtains), boot (trunk), jack, required tools, and *Instruction Book*.

Chassis Scoresheet: This applies to the chassis frame, inner fenders, suspension, exhaust, and road wheels.

Master Scoresheet: This records the 'weighted' points awarded for the individual scoring sections and calculates a total final score.

Rules for Concours Participants

Driven Onto Field: To be eligible for concours judging, a car must be driven onto the show field.

Hood (convertible top) Fitted: Hoods must be fitted to the car or full points will be deducted for the hood.

Sidecurtains: Sidecurtains are displayed adjacent to the car., typically to the rear. In the event of rain, the Chief Judge may permit sidecurtains to be fitted.

Boot (trunk): The jack, required tools and owner's handbook are displayed in the boot. Period accessories such as advertisements are allowed, but discouraged as they clutter or conceal the display area. Personal items and mementos, such as previous trophies and restoration documents and photographs, should be removed.

Spare Tire Compartment and Cubby Box: These areas are considered 'personal' space and may remain closed during judging.

Judges' Access to Car: The bonnet (hood) and boot lid should be initially raised for judging access. Judges will require the lowering of the bonnet and boot to access alignment and the opening of doors. Owners may perform these tasks. ***Absent owners will be deemed as having provided implicit consent for judges to do so. Judges are not required to seek absent owners.***

Interaction With Judges: Judges may request owners to open or close body panels to evaluate alignment. Circumstances may require a judge to ask an owner a question, but conversation between judges and participants should be avoided to the extent possible. Questions involving *Originality* or other judging matters should be addressed to the Chief Judge.

Dispute with Standards: If a participant notices an *Originality* discrepancy between the *Judging Standards* and a component demonstratively original to his or her car, the discrepancy should be addressed at the Judges Meeting preceding each concours for discussion and resolution.

Rules for Concours Judges

Contact With Cars: Judges should avoid unnecessary contact with cars, though sometimes this is unavoidable. *Interior* judges will require access to interior components, and *Exterior* judges may be required to open or close bonnets, boot lids and doors should the owner be absent.

Interaction Prior to Event: Judges must avoid inspecting cars or discussing participants' cars with other judges or participants prior to the time of the event.

Interaction With Participants: Judges should avoid interacting with participants. Typically, this would be limited to requesting owners to open and close bonnets, boot lids, and doors. Participants with questions regarding the judging process should be referred to the Chief Judge.

Interaction With Spectators: Judges should avoid interaction with spectators while judging, particularly with matters regarding *Originality.* Spectator questions should be referred to the Chief Judge for later discussion.

Judging Teams

The number of cars being judged influences the number of judges required and the extent of each judge's duties. Ideally, the same judges should judge each section throughout the concours classes, with multiple teams judging sections with many components such as *Underhood* to further enhance consistently and reduce the burden of individual judges. The ideal judging effort would be to have four judging teams each comprised of a lead judge, assistant judge, staff or novice judge and a scribe. At a minimum, a team should be comprised of an experienced lead judge, an assistant judge and a scribe for each of the four section areas to be judged.

Judging Team Selection Guidelines: Judges are enthusiasts with varied experiences and interests volunteering to preserve the marque, and while no specific credentials are required, criteria developed over many years have proven useful.

> ***Attendance at Two Judging Schools:*** Prior exposure to the judging process and judging material is of significant benefit to potential judges, regardless of the materials covered in a particular judging school.
>
> ***Encourage Prospective Judges to Serve as Assistants During Judging:*** Prospective judges recording scores and judges' notes on scoresheets during the judging process trains them while reducing judges' burdens.
>
> ***Mix Judges with Varied Experience:*** Pairing new judges with more experienced ones improves consistency while reducing newcomer anxiety.
>
> ***Demonstrated Knowledge of the Cars and Judging Area:*** Members with demonstrated knowledge of the cars and the restoration process are favored prospects, though

'knowledgeable' does not equate with 'expertise.' Expertise will not make a candidate an excellent judge, nor lesser knowledge a poor one.

The same applies to judging sections. Candidates more experienced in mechanicals or bodywork are better assigned to judging sections suited to their skills.

General Judging Guidelines

Begin With the Premier Class: Judges should begin with the *Premier Class*, as these entrants are typically the finest examples from previous years. The primary focus of *Premier Class* judging is the evaluation of their restoration upkeep. *Originality* deductions are potentially minimal, offering experienced judges the opportunity to highlight originality aspects of various components to less experienced judges before evaluating other classes.

Components Before Scoresheet: Judges should evaluate vehicle components before recording deductions on the scoresheet rather than using the scoresheet as a deduction checklist.

Clearly Mark Scoresheets: Scoresheets should be marked as clearly as possible to avoid scoring confusion. When circumstances require or allow, judges should provide short explanatory comments in the space provided on the scoring sheet to assist owners in correcting flaws.

Underhood Judges: Judging the large number of items in this category is best accomplished by establishing two judge teams simultaneously working side-by-side. One team covers *Identification Plates* though *Hydraulics* and the other team covers *Engine* through *Cooling System*. This arrangement is conditioned upon the availability of judges and is to be implemented at the sole discretion of the Chief Judge.

Accessory Items:

> ***Factory Replacement Accessories:*** Factory accessories replacing standard equipment such as hard tops and adjustable steering assemblies specifically cited in the *Judging Standards* should be judged for *Originality* according to the description provided in the Standards.
>
> Fitted factory 'replacement' accessories listed in the *Spare Parts Catalogue* such as aluminum sumps and anti-dazzle mirrors not specifically described in the *Judging Standards* should be judged according to the standards applied to the replaced items to the extent possible. When this results in the deletion of required components, the missing components should be fully deducted.
>
> *Examples:*
>
> 'Factory' anti-dazzle mirrors are deemed original for *Originality* judging and are judged for *Quality* per the *Judging Standards*.

'Factory' aero windscreens fitted as replacements for the standard windscreen are deemed original for *Originality* judging are judged for *Restoration Quality* per the *Judging Standards.* If the hood (convertible top) is not fitted, the hood should receive full deductions.

Supplemental Factory Accessories: Supplemental factory accessories listed in *the Spare Parts Catalogue* such as 'pre TS42400' ashtrays, wing mirrors, fog/driving lamps, badge bars and 'factory supplied' luggage grids should not be judged.

Supplemental Third-Party Accessory Items: Fitted supplemental accessories such as radios and wind-wings provided by third party purveyors should not be judged.

All concerns regarding accessory judging should be addressed to the Chief Judge.

Exceeding the Standards: The Judging Standards set both the minimum and maximum *Restoration Quality* and *Originality* standards established for TRA concours. Judges should neither evaluate components nor elements of components not cited in the Judging Standards. For example, a component cited as painted semi-gloss black should warrant deductions if painted gloss black, but an item cited as painted black should not be deducted for varied levels of gloss.

Official Scorer

Completed *Judging Scoresheets* are submitted to the Official Scorer, who checks scoring arithmetic, calculates total scores, and transcribes *Judging Scoresheets t*o the *Master Scoresheet*. When completed, the *Master Scoresheets* are presented to the Chief Judge for recording. The Official Scorer will then provide copies of the assembled section *Judging Scoresheets* and *Master Scoresheet* to participants upon request to the extent practicable.

Chief Judge

The Chief Judge assigns judges, presides over *Judging Schools*, communicates rules, resolves questions or differences between judges, monitors judging, and addresses participants' questions.

Interior Originality Guide

This guide is provided to serve as a reference material for TRA judges and restorers alike. Although the guidelines outlined below were compiled from factory reference materials, extensive research by Roadster Factory staff, and prolonged observation of the most original cars available, the very manner in which TR's were assembled makes any reference work on these cars subject to cars having commission numbers far ahead or behind those specified by the factory as "changeover" cars, and thus a relatively wide margin of error must be recognized when judging or restoring cars against those engineering changes.

As in other sections, judges and restorers alike should recognize that even the most well documented changes are subject to a significant margin of error due to the mass production processes used in TR assembly. Reference information should not be considered the absolute "gospel". Unless otherwise extended for specific components, a margin of error of 100 commission numbers should be used throughout.

For your convenience, the Originality Guide is organized in outline form according to the components listed in the Originality Deductions Guide. Engineering changes are noted in each sections.

As a general reference, several figures showing the TR4 and TR4A interiors are included here. The first Figure IN-1, shows a very early, possibly prototype, TR4 interior.

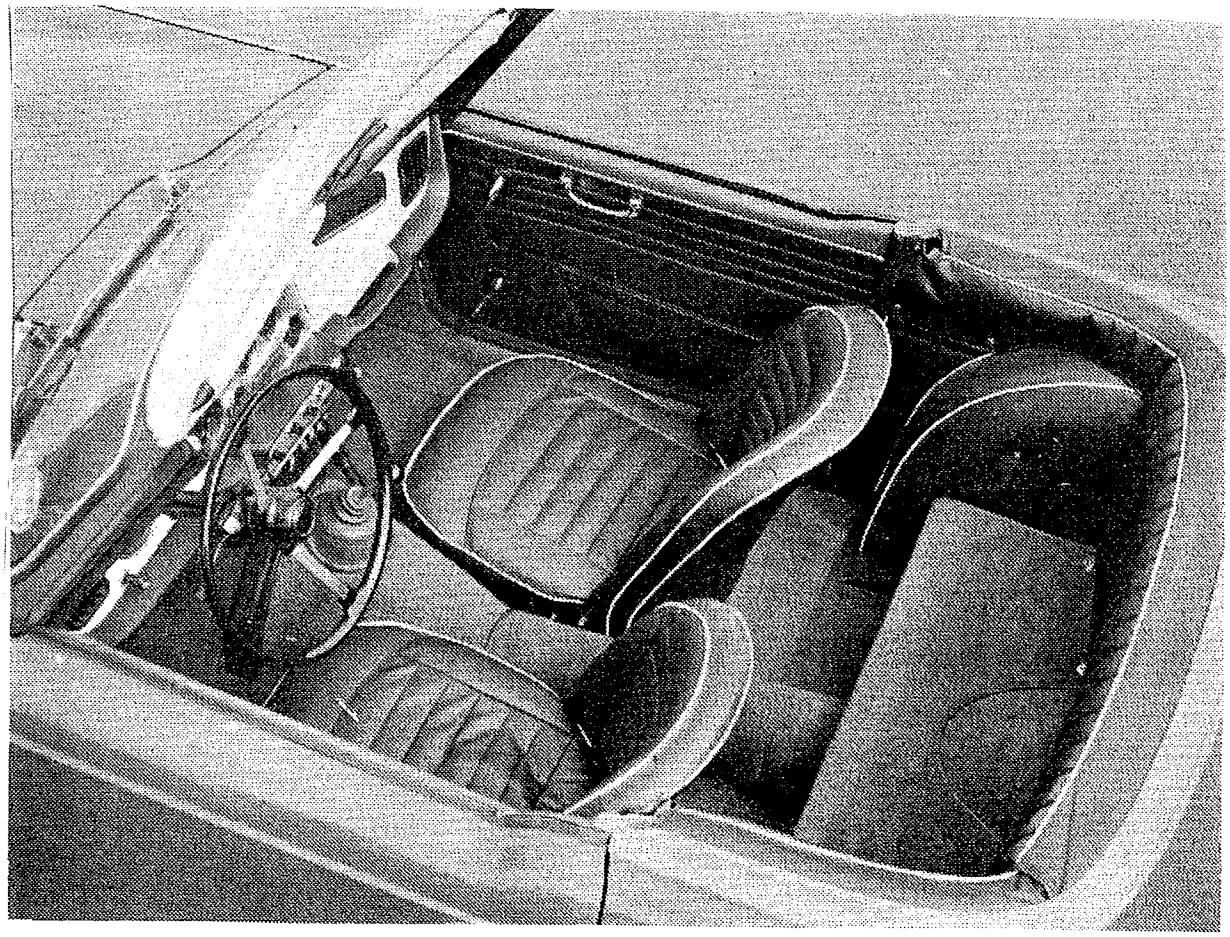

Figure IN-1: Early TR4 Interior

The next Figure IN-2, shows the same early car's dash. Note that the ashtray, heater/fan controls, and horn push are unique, and have not been found on any cars attending shows in North America.

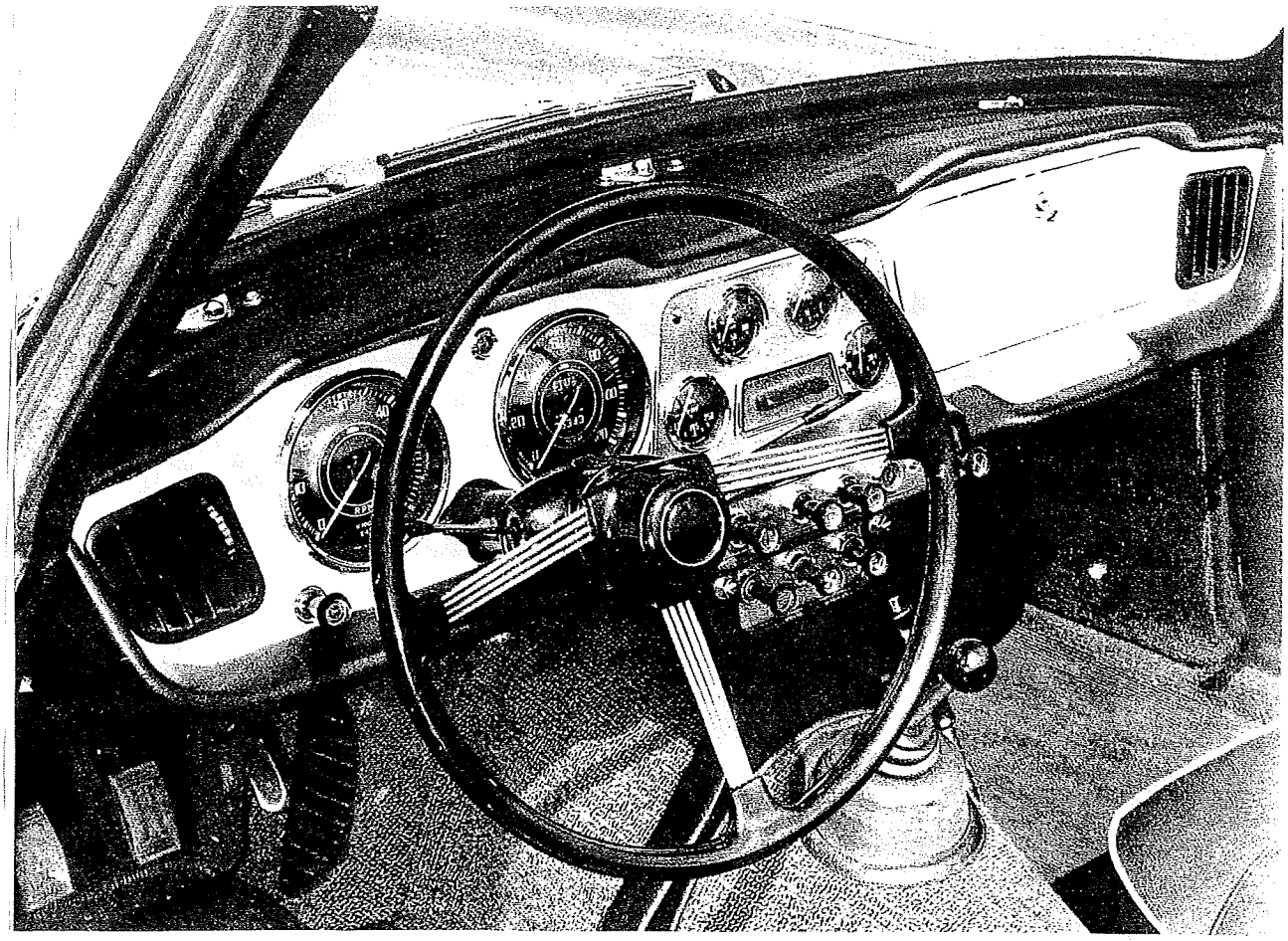

Figure IN-2: Early TR4 Dash

The last two figures in this introductory section for Interior shows the dash from a right-hand-drive post 4398CT bodied car (Figure IN-3) and a TR4A (Figure IN-4).

Note: factory material and other references use engine, body, and commission numbers to document changes. In this document any a CT or CTC stem is a chassis commission number unless it ends in an "E". Commission numbers ending in "E" are engine numbers. Numbers ending in CT or CTC indicate a body number.

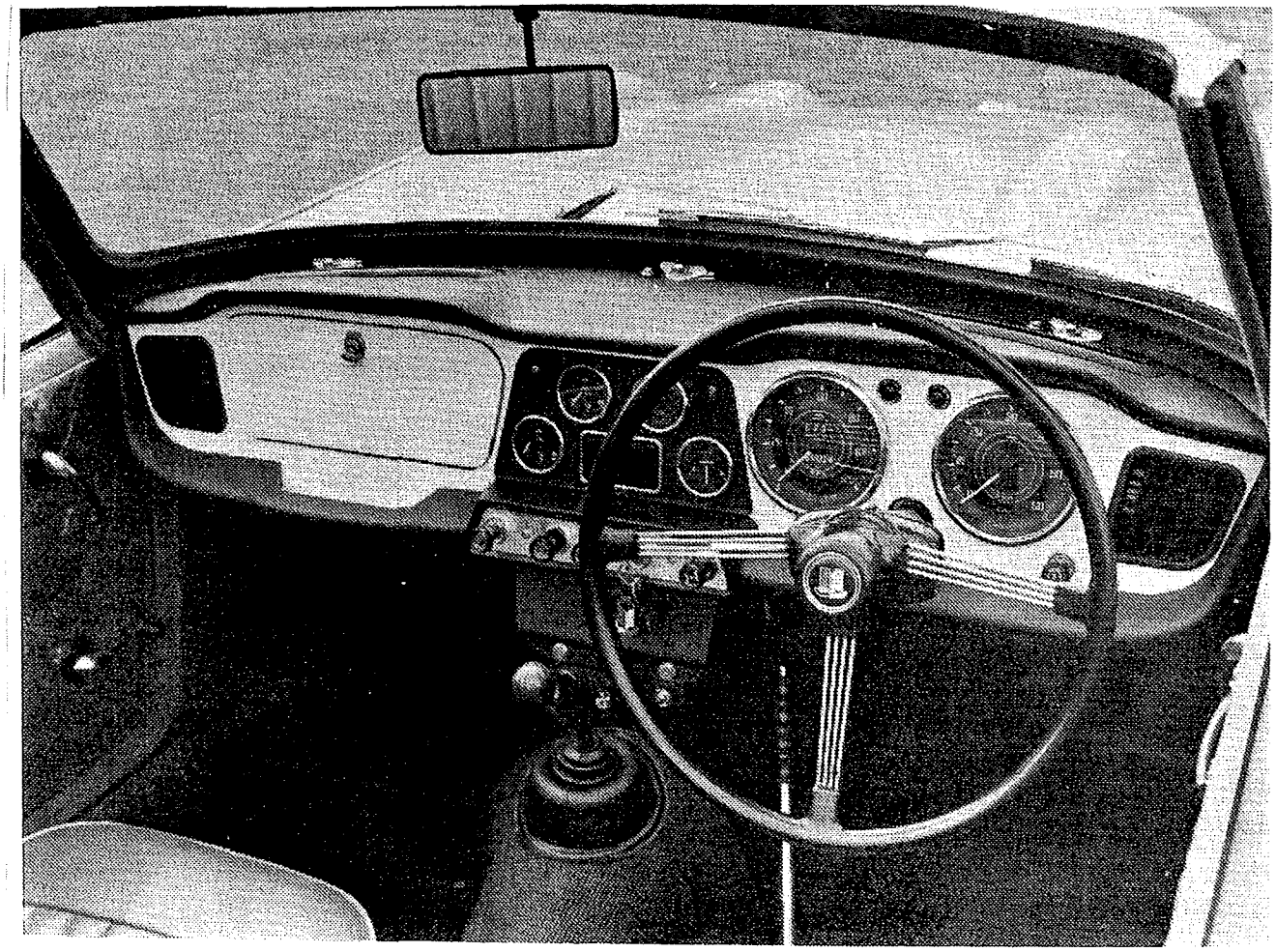

Figure IN-3: TR4 Interior From Post 4398CT Bodied Car

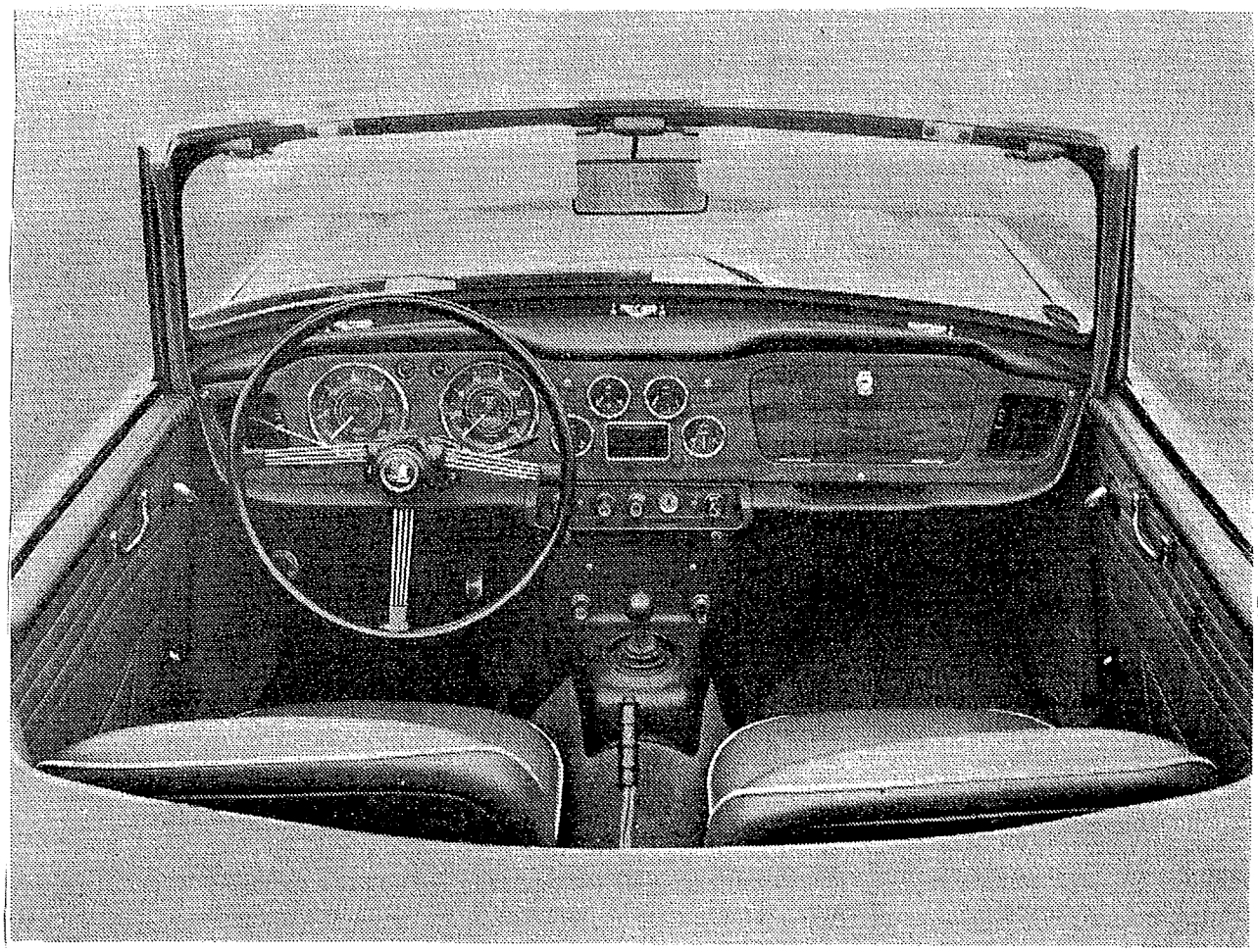

Figure IN-4: TR4A Interior Photograph

Top (Hood) & Associated Hardware

Interior Variation Summary

TR4	CT1	Convertible top completely removes from frame for storage. Surrey top optional.
TR4	CT????	Chrome plated brass capping changed to aluminum.
TR4	CT????	Metal interior rear view mirror changed to plastic.
TR4	5932CT	Lift-The-Dot socket changed
TR4A	CTC50001	Hardware added to inside windscreen frame to secure top.
TR4A	CTC50001	Rear cockpit capping eliminated.
TR4A	CTC50001	Convertible top remains attached to frame when folded. Surrey top similar to TR4. Obviously frame changed also.

Note: Cars are to be shown with the convertible top erected and snapped into place. Cars fitted with Surrey tops can be displayed with either soft or hard roof section in place. Both are not required.

Top (Hood)

Figure IN-5, reproduced from SPCE 2, shows the parts making up the TR4 Top. The TR4A top is not shown, but it is similar to the TR250 and TR6 top which came along later.

TR4

Description - The TR4 top came off of the frame (also referred to as bows or hoodsticks) and stored in the trunk when not in use. The top was secured to the windscreen by flaps with metal pieces in them which fit under the capping piece on the windscreen top. It was secured in the back and sides to Lift-A-Dot fasteners on the rear cockpit capping. Inside a fabric strip sewn to the top snapped around the middle frame bow, and snaps mounted on elastic bands on the sides to the frame, making a more positive contact with the door window. Hooks mounted in the side-front of the top secured it to pegs at the top sides of the channel in the windscreen which the door window rode in. The entire frame stowed under upholstery pieces when not in use.

Fabric - The convertible tops, sidecurtains, hoodstick covers and tonneau covers fitted to all TR4 were all manufactured from the same basic material: a "crushed" grain vinyl over a natural or tan colored canvas. The closest available material at this writing is British Everflex, which is reputedly the original material, with minor improvements. For judging purposes, no points should be deducted for cars with Everflex or similarly constructed aftermarket tops of the correct pattern and color, this includes most tops manufactured today.

Color - TR4 tops were offered in white or black.

Construction - The tops on the sidecurtain TR's were sewn together, as opposed to heat pressed. Windows were heat pressed to the top. As with the earlier TR3's, the thread observed on the original tops appears buff in colour, although this may be the result of years of fading. The main seams run along where the frame bows ride.

Windows - The TR4 should have three windows made of clear vinyl plastic.

Attachment Hardware. The front of the TR4 top is fitted with a flap which contains three steel strips. These slip under the windscreen capping piece to secure the front of the top. The hooks which attached to the window channel tops were natural steel. The top elastic side strap snaps and the top securing (to the middle bow) snaps

were natural metal finish. The top secures to the sides and back using Lift-A-Dot fasteners. The Lift-A-Dot fasteners were natural finished.

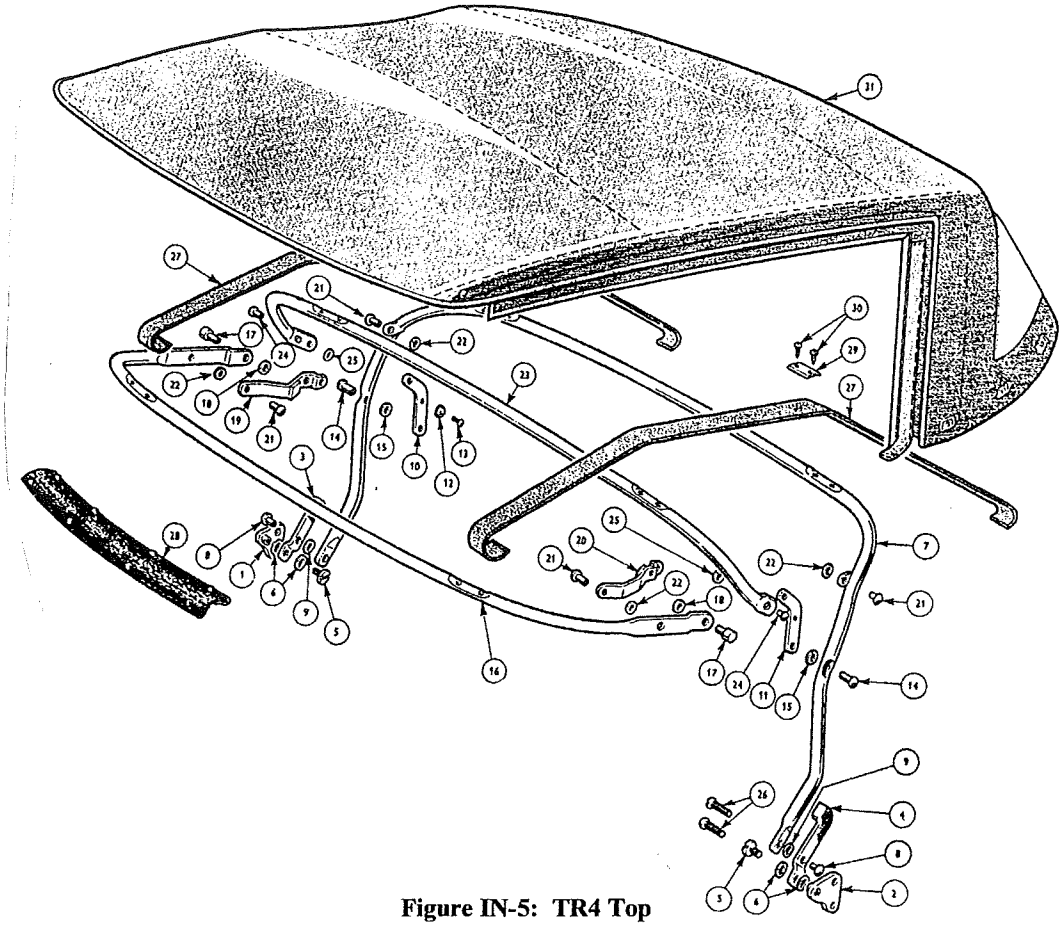

Figure IN-5: TR4 Top

TR4A

Description - The TR4A unit simply folded down, top and frame attached. The back of the top attached to the body via a steel strip which was bolted to the back of the cockpit. No hoodstick covering was provided, although a "boot" was available to cover the top in a stowed position. The top had straps with snaps on the corners which snapped to the frame to provide extra support.

Fabric - The convertible tops, sidecurtains, hoodstick covers and tonneau covers fitted to all TR4A's were all manufactured from the same basic material: a "crushed" grain vinyl over a natural or tan colored canvas. The closest available material at this writing is British Everflex, which is reputedly the original material, with minor improvements. For judging purposes, no points should be deducted for cars with Everflex or similarly constructed aftermarket tops of the correct pattern and color, this includes most tops manufactured today.

Color - TR4A tops were only offered in black.

Construction - The tops on the sidecurtain TR's were sewn together, as opposed to heat pressed. Windows were heat pressed to the top. The thread observed on the original tops appears buff in color, although this may be the result of years of fading. The main seams run along where the frame bows ride. The front of the top was secured to the frame which attached to the windscreen via two latches.

Windows - The TR4A should have three windows made of clear vinyl plastic.

Attachment Hardware. The top of the TR4A is attached in the front to a frame transverse piece that also attaches to the windscreen. It is attached to another transverse piece in the back which attached permanently to the body. The sides of the top snap to the body using press-on snaps rather than the Lift-A-Dots of the TR4. An elastic ban above the windows snaps to the frame. The snaps are natural finished on the TR4A versus the black snaps of the later tops.

Hoodsticks

TR4

Description - The TR4 hoodsticks are also shown in Figure IN-5. In form they changed from the TR3 units, but in function they were the same. The webbing stretched from the first bow to the back of the cockpit, similar in fashion to the TR3s, but it attached over a long Lift-A-Dot fastener stud instead of being permanently mounted to the body. The end of the webbing that fit over the Lift-A-Dot fastener on the TR4 fit into a plastic piece which the fastener went through. The TR4 units fitted to all cars were essentially the same, variations, if any, being insignificant or unnoticeable.

Finish - The TR4 frames were painted sandalwood (light beige). The canvas webbing was a natural off-white color. The webbing attachment hardware was left natural or painted black. The snaps on the frame were natural. The plastic piece at the end of the webbing was a very light beige color.

TR4A

Description - The TR4A frame was much more substantial than the TR4 frame, having a front piece that attached directly to the windscreen as well as side pieces to insure positive contact to the windows. The whole top raised with scissors-action for smoother operation. Latches built into the front piece attached to the windscreen.

Finish - The TR4A hoodsticks were painted a satin black. The side rails had a natural rubber strip attached to make positive contact with the door windows. The hoodstick webbing is off-white in color. The latches are chromed.

Surrey Top

Description - The surrey top was an option through the TR4A. Figure IN-6 is an exploded view of the surrey top from SPCE 2. A car either came with a surrey top or a normal convertible top, not both. The top had three pieces: the rear window section made of aluminum which was permanently bolted to the car, a removable hard top section made initially of aluminum, later steel, and a removable soft top section. The soft top consisted of a removable canvas on a frame unit.

Finish - The window section was painted white, black , or body color. The hard top was painted body color, and the soft top had black vinyl coated canvas (similar to convertible top material). The soft top frame was natural metal.. The fitting hardware was black painted metal, usually wrinkle coat. The surrey top headliner was a thin tan cotton broadcloth glued directly to the hardtop shell. The window sealing rubber had a chrome strip on the outside.

Things To Look Out For During Judging:

- Top fits snugly with all fasteners used.
- Windows clear.
- Minimal wear showing on frame.

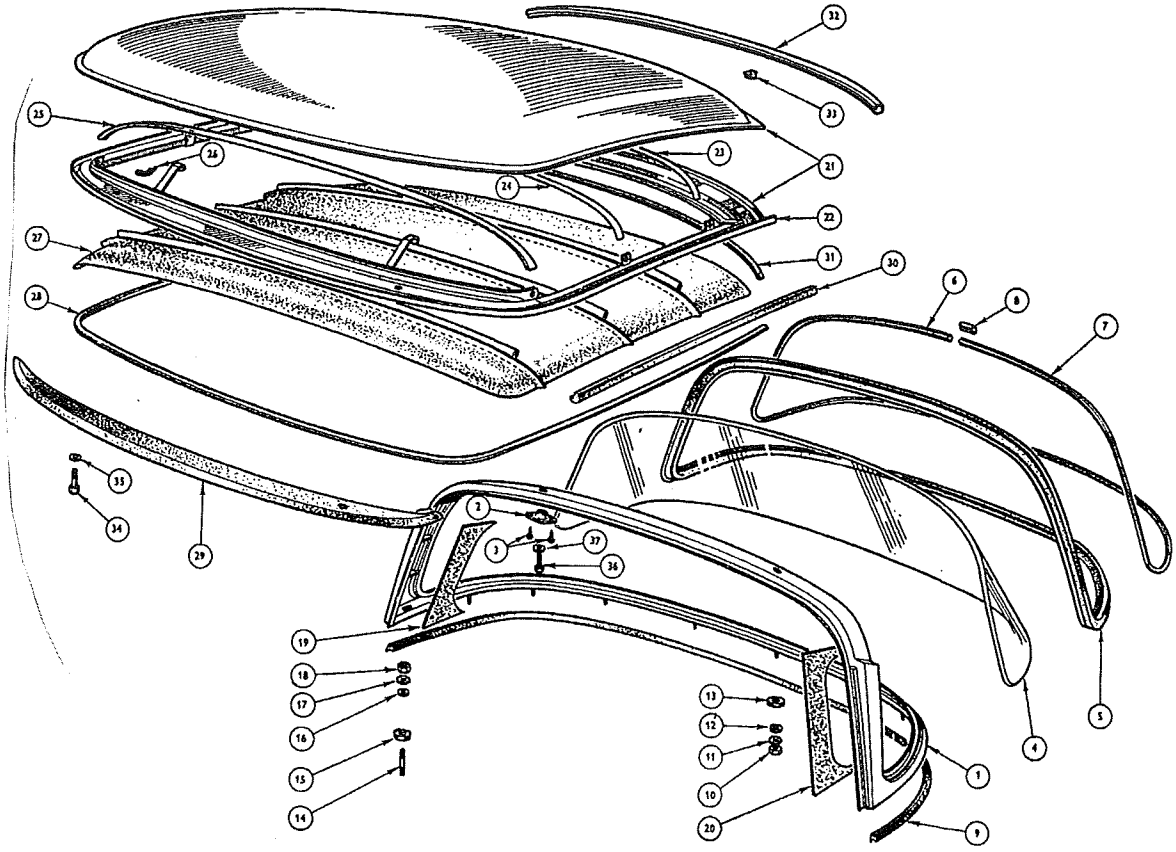

Figure IN-6: Exploded Parts View Of Surrey Top

Seats

Interior Variation Summary

TR4	15077CT	New seat introduced.
TR4	20695CT	New seat introduced.
TR4	CT29925	Both seats flipped forward. (Piggott).
TR4A	CT50001	New seats introduced.

Four separate seat styles were used during the TR4, TR4A production run. Three in the TR4, a single style in the TR4A. The above is a simplifed version of the changes that were happening. The full seat changes take up several pages of the parts catalogue since the catalogue breaks them out for color and whether or not vinyl or leather was used! For those really interested, we refer the reader to pages 290 to 305 of the Brookland's SPCE 2 reprint. The numbers above reflect the parts book and Moss.

TR4

Early Seats

The early seat used up to 15077CT are in Figure IN-7 from the parts catalogue. These seats are also shown in Figure IN-1.

Frame & Shape - The early TR4 seat was identical in shape to the late TR3A/B seat. Only the passenger's seat flipped forward.

Upholstery - Both leather and vinyl trim were available for seat trim. Leather was an option, and only the seat face was done in leather. The vinyl had a leather-like pattern to it.

Upholstery Pattern - The seats have center pleats crossing the seat "horizontally". Piping went in two beads across the top of the frame, and one bead around the edge of the seat.

Upholstery Construction - The seats were assembled using horsehair mats, cotton wadding, wood strips, and split rivets. Seat bottoms used springs and horse hair padding as the TR3. These seats were trimmed by hand, so variance of detail is expected.

Upholstery Color - The colors available for seats and other interior trim components were black, red or blue. Piping could be either white or seat color with these early units.

Seat Slides - Both seats were fitted to clear cadmium plated seat slide assemblies, two per seat. These are numbers 4 through 6 in Figure IN-7. The seat slides were mounted to the body with cadmium plated body bolts, with the lock release lever assembly mounted on the outboard slide. The handle in the release lever was made of black plastic.

Seat Hardware - Most of the upholstery hardware is described above. Note that the passenger's seat had a black oxide or blued bushing between the bottom seat pan and the folding squab frame, and is finished with chrome beveled washers and domed nuts. The seat frames were generally painted black or left in red oxide primer. Spring cases were mostly plated or natural. The passenger's seat had a Lift-A-Dot post on the inside in the bottom frame for a support strap built into the tonneau cover. Note that this is sometimes left off during a restoration.

Mid TR4

At roughly 15077CT (we say roughly since it changed at different body numbers depending on the color and construction) the seat changed.

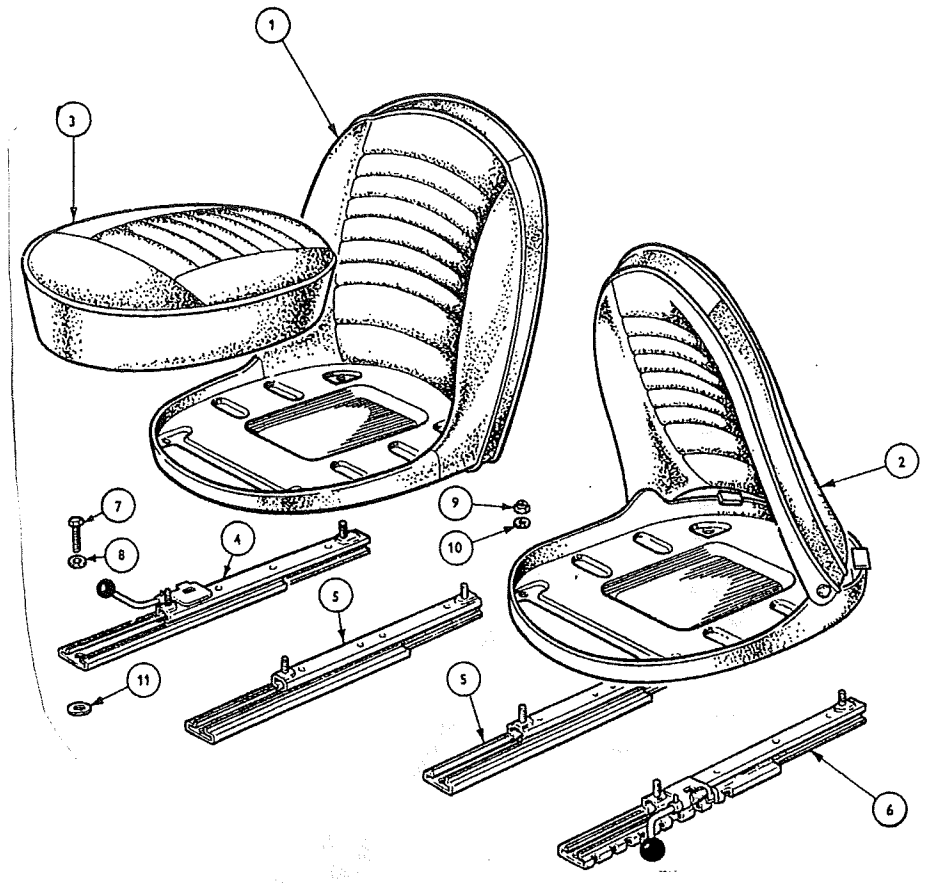

Figure IN-7: TR4 Early Seat Types (from SPCE 2)

Frame & Shape - The mid TR4 seat was identical in shape to the early TR3A/B seat from the exterior. The seat "pan" became deeper for the foam padded seat. This is only visible by looking under the seat. Only the passenger's seat flipped forward.

Upholstery - Both leather and vinyl trim were available for seat trim. Leather was an option, and only the seat face was done in leather. The vinyl had a leather-like pattern to it.

Upholstery Pattern - The seats have center pleats running vertically. The pleats ran to the piping on the back, and to the piping that ran across the seat cushion. Piping went in two beads across the top of the frame, and one bead around the edge of the seat.

Upholstery Construction - The seats were assembled using polyether pads (foam) rather than horsehair mats, cotton wadding, wood strips, and split rivets. Seat bottoms used polyether pads also. These seats were trimmed by hand, so variance of detail is expected.

Upholstery Color - The colors available for seats and other interior trim components were black, red or blue. Piping was white.

Seat Slides - Both seats were fitted to clear cadmium plated seat slide assemblies, two per seat. These are numbers 4 through 6 in Figure IN-7. The seat slides were mounted to the body with cadmium plated body bolts, with the lock release lever assembly mounted on the outboard slide. The handle in the release lever was made of black plastic.

Seat Hardware - Most of the upholstery hardware is described above. Note that the passenger's seat had a black oxide or blued bushing between the bottom seat pan and the folding squab frame, and is finished with chrome

beveled washers and domed nuts. The seat frames were generally painted black or left in red oxide primer. The passenger's seat had a Lift-A-Dot post on the inside in the bottom frame for a support strap built into the tonneau cover. Note that this is sometimes left off during a restoration.

Late TR4

The TR4 seats change at 20695. Figure IN-8 shows later TR4 seat in a car from Piggot's "Original Triumph TR " book.

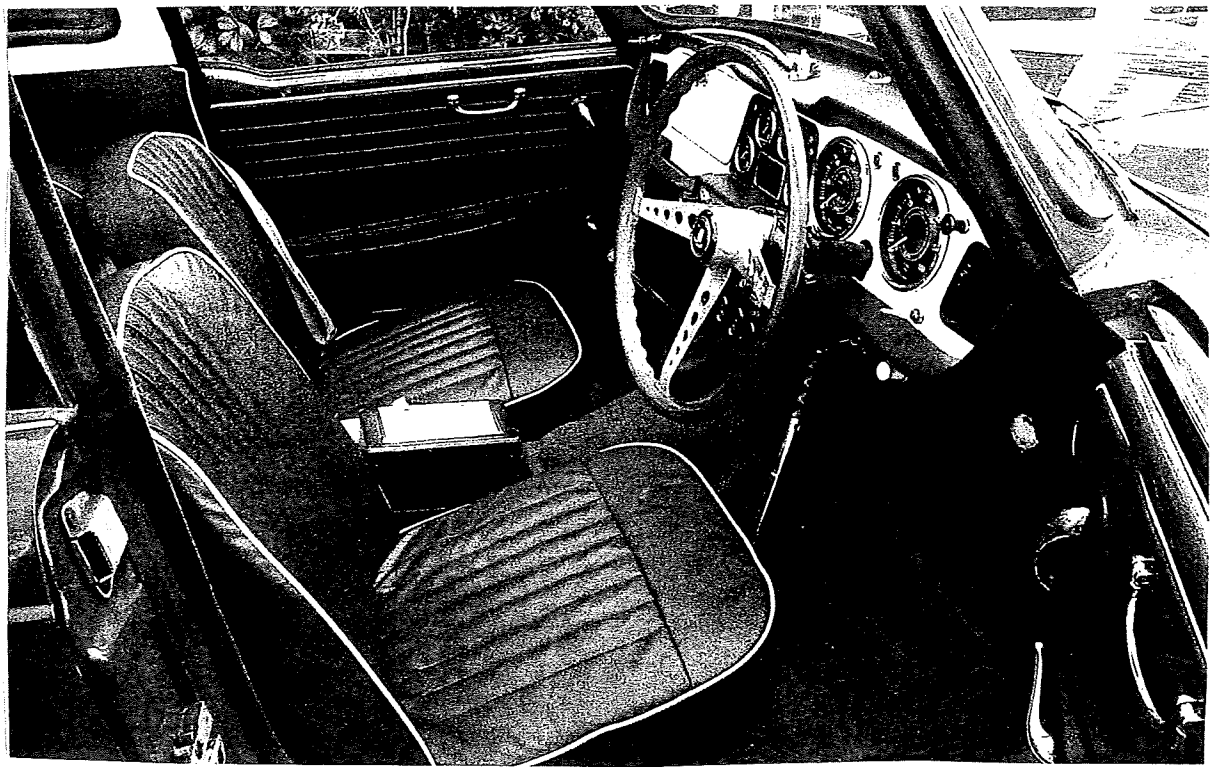

Figure IN-8: Late TR4 Seats (Piggott Photo)

Frame & Shape - The seat became squarer, and not quite as "deep". The method of hinging the seat changed. The entire seat hinged forward rather than just the back. Piggott indicates that at CT29925 both seats hinged forward.

Upholstery - Both leather and vinyl trim was available. On the seats, only the seat facings were trimmed in leather, the rest of the seat upholstery being vinyl. The vinyl had a leather-like pattern to it.

Upholstery Pattern - The seats have center pleats running vertically. The pleats ran to the piping on the back, but not to the piping that ran across the seat cushion, similar to the early seats. The seat pleats go 3/4 the way to the piping. Piping went in a single bead across the top of the frame, and one bead around the edge of the seat.

Upholstery Construction - The seats were assembled using foam padding around the frame. A rubber pad is attached to the bottom of the seat. These seats were trimmed by hand, so variance of detail is expected.

Upholstery Color - The colors available for seats and other interior trim components were black, red or blue. Piping was white.

Seat Slides - A one-piece seat slide assembly was introduced at this time. This slide was clear cadmium plated and had the adjusting handle moved to the front center.

Seat Hardware - Most of the upholstery hardware is described above. The passenger's seat had a Lift-A-Dot post on the inside in the bottom frame for a support strap built into the tonneau cover. Note that this is sometimes left off during a restoration.

Note: TR4 seats are subject to foam padding deterioration. This will show up as foam "dust" under the seats.

TR4A

The TR4A seats used during production are shown in Figure IN-9.

Frame & Shape - The seat became more "rounder" and padded.

Upholstery - Both leather and vinyl trim was available on the cars. On the seats, only the seat facings were trimmed in leather, the rest of the seat upholstery being vinyl. The vinyl had a leather-like pattern to it. Piping was always plastic.

Upholstery Pattern - The seat had vertical pleats only in the central section of the seat. The pleated section was separated from the rest of the seat face by a band of piping (please refer to Figure IN-9). Piping also ran around the edge of the seat and the outside of the seat frame, moving toward the back at the top of the seat.

Upholstery Construction - The seats were assembled using foam padding around the frame. A rubber pad is attached to the bottom of the seat. These seats were trimmed by hand, so variance of detail is expected.

Upholstery Color - The colors available for seats and other interior trim components were black, red or blue. Piping was white.

Seat Slides - A one-piece seat slide assembly was introduced at this time. This slide was clear cadmium plated and had the adjusting handle moved to the front center.

Seat Hardware - Most of the upholstery hardware is described above. The passenger's seat had a Lift-A-Dot post on the inside in the bottom frame for a support strap built into the tonneau cover. Note that this is sometimes left off during a restoration.

Note: TR4 seats are subject to foam padding deterioration. This will show up as foam "dust" under the seats.

Occasional Seat

The occasional seat was an option for both the TR4 and TR4A. They are rare on the TR4, and rarer still on the TR4A since the attached top and larger frame would have severely limited the already small space to sit!

Description - The occasional seat was a pad designed to allow someone to ride on the rear shelf of the TR4/4A. It snapped into brackets on the shelf behind the seats.

Construction and Upholstery - The seat was made of covered foam padding on a wood base. The covering had longitudinal pleats and piping around the seat face. Occasional seats were trimmed in vinyl, or leather and vinyl, to match the seats in color and pattern. Leather was on the cushion facings only. Piping was usually white but could be seat color.

Hardware - The occasional seat attached to the shelf with two teardrop shaped posts mounted to the body fitting into steel clips on the seat. Hardware should be natural. When introduced with TS 8637, the occasional seat assemblies consisted of an upholstered cushion board and upholstered squab board, both of wood. These boards were secured by iron brackets, or a single "S" shaped iron bracket painted black or more commonly, to match the trim.

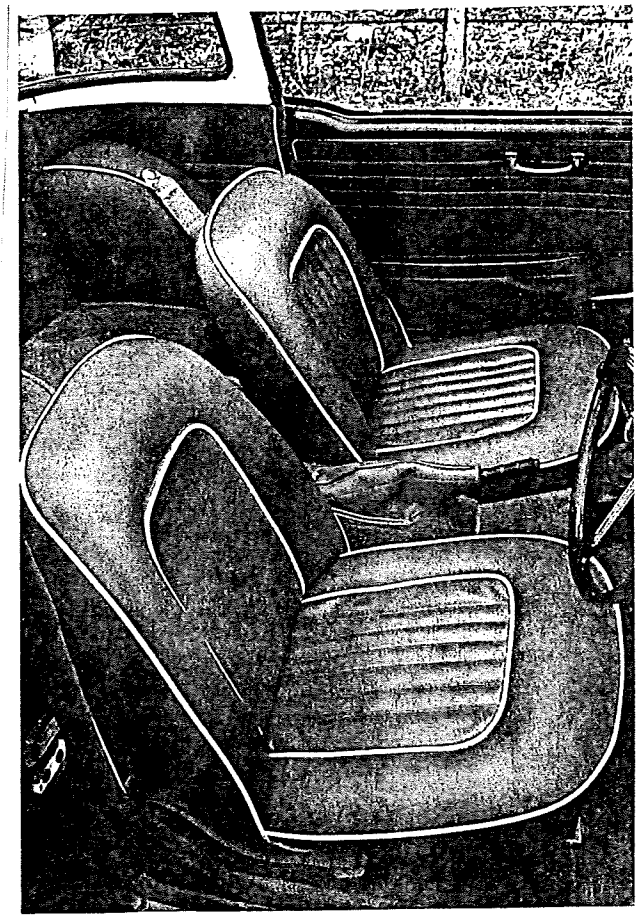

Figure IN-9: TR4A Seat

Door Panels

Interior Variation Summary

TR4A	CTC50001	Door top padded piece added.

The door panels changed very little during the TR4/4A production run. The major change was the addition of a pad to the top of the door for the TR4A. Prior to this is had been just door metal painted body color. A nice view of a TR4 door panel from Piggott is in Figure IN-10.

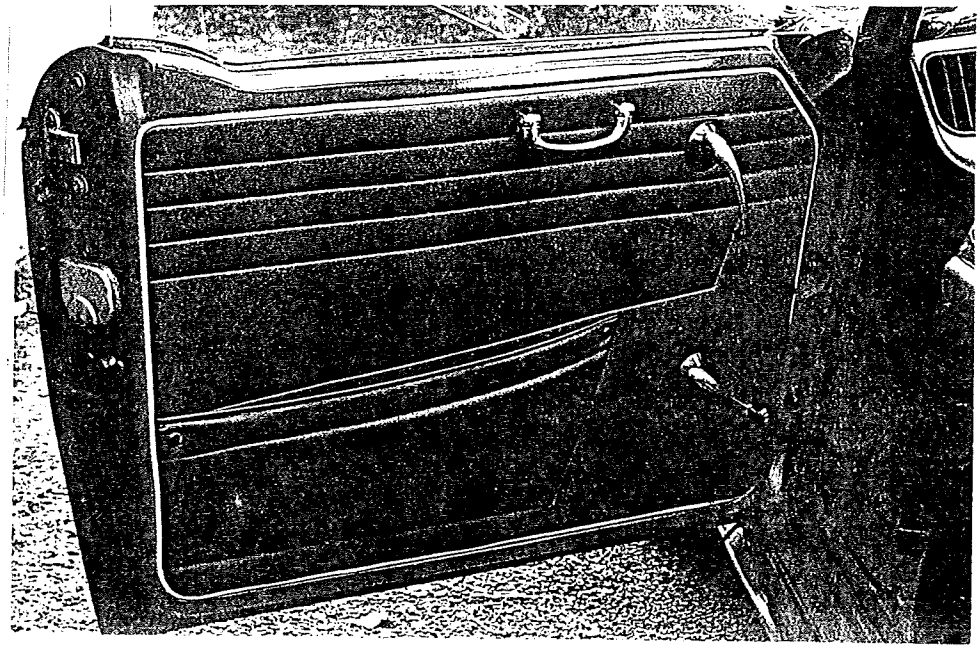

Figure IN-10: TR4 Door Panel (Piggott)

Covering - Door panels were covered in vinyl to match the trim of the car. This cam in red, blue or black colors. Padding was provided by a thin sheet of cotton or foam padding. Vinyl is a leather grain patters, either coarse or fine.. The panel itself was 3/16" fiber or masonry board. The vinyl trim was stapled to the fiberboard panel.

Map Pockets - Map pockets were built into the lower-aft part of the panel. They were secured at each end by a metal screw which had a black painted metal cap (modern replacements use black plastic.

Piping - Piping went around the outside of the panel. The piping was made of white vinyl.. It also was secured to the panel board by staples.

Panel Hardware - Each door had a door handle, window crank handle, and door pull. The door handle was a simple chrome plated cast metal unit that pointed down and slightly forward. It was located near the front-top corner of the panel. The window crank handle was a chrome plated cast metal unit with a black plastic knob attached located below the door handle towards the bottom of the panel. The knob rotated when the crank was turned. Both the door handle and window crank had a black plastic escrutcheon which provided separation to the handle from a spring behind and kept the pin in which held the handles to the door! The door pull was a simple chrome plated cast metal handle attached near the top center of the panel by two chrome plated, countersunk slot head metal screws. It hinged to retract after use, getting it out of the way.

Door Top Padding - The painted visible door top in the TR4 was covered by padded vinyl in the TR4A. The padding was a shaped foam piece covered in a harder vinyl than the other upholstery glued to the door. The author has only seen this unit in black and blue, but he assumes they also could be red.

Panel Attachment Hardware - The panels were attached to the doors by press-in wire clips around the periphery of the panel. These press-fit into holes in the panel board and snapped into holes in the door metal.

Items For Judges To Watch Out For

- Water damage to panel bottom.
- Missing map pocket screw covers and cover holders (clips).
- Cracked handles where they attach to the door.
- Lifting panel due to missing securing clips.
- Door pull attached by improper screws.
- Door handle knob cannot rotate due to corrosion.

Carpet

Interior Variation Summary

TR4A CTC50001	Front rubber mats changed to padded carpeting.

Figure IN-11, from the SPCE 2, shows the carpet set used with the TR4. The TR4A was similar, but the front rubber mats were replaced with a padded carpet piece.

Footwell Mats - All TR4s were delivered with rubber footwell mats, most of which have not survived to today! Replacements units are carpet. Treat replacements as major deficiency.

Fabric - The carpet material used on the TR4/4A was a nylon loop. No padding seems to have been used until the footwell carpet was introduced in the TR4A. Make no deductions fort he presence or absence of this underpadding material, as it has marginal insulation value, and holds moisture which only causes the carpet to smell and floor to rot.

Mats Built Into Carpet - Rubber mats (heel pads) were built into the dash side pieces and the footwell carpet sections of TR4As.

Carpet Color - The TR4 carpet was a charcoal gray in color. We think the TR4A carpet did come in different colors matching the upholstery color, and are researching this now. Do not take an originality deduction for colored carpet in TR4As at this time as long as it matches the appropriate upholstery color.

Carpet Binding - The carpet was bound in vinyl to match the carpet color on all wearing edges.

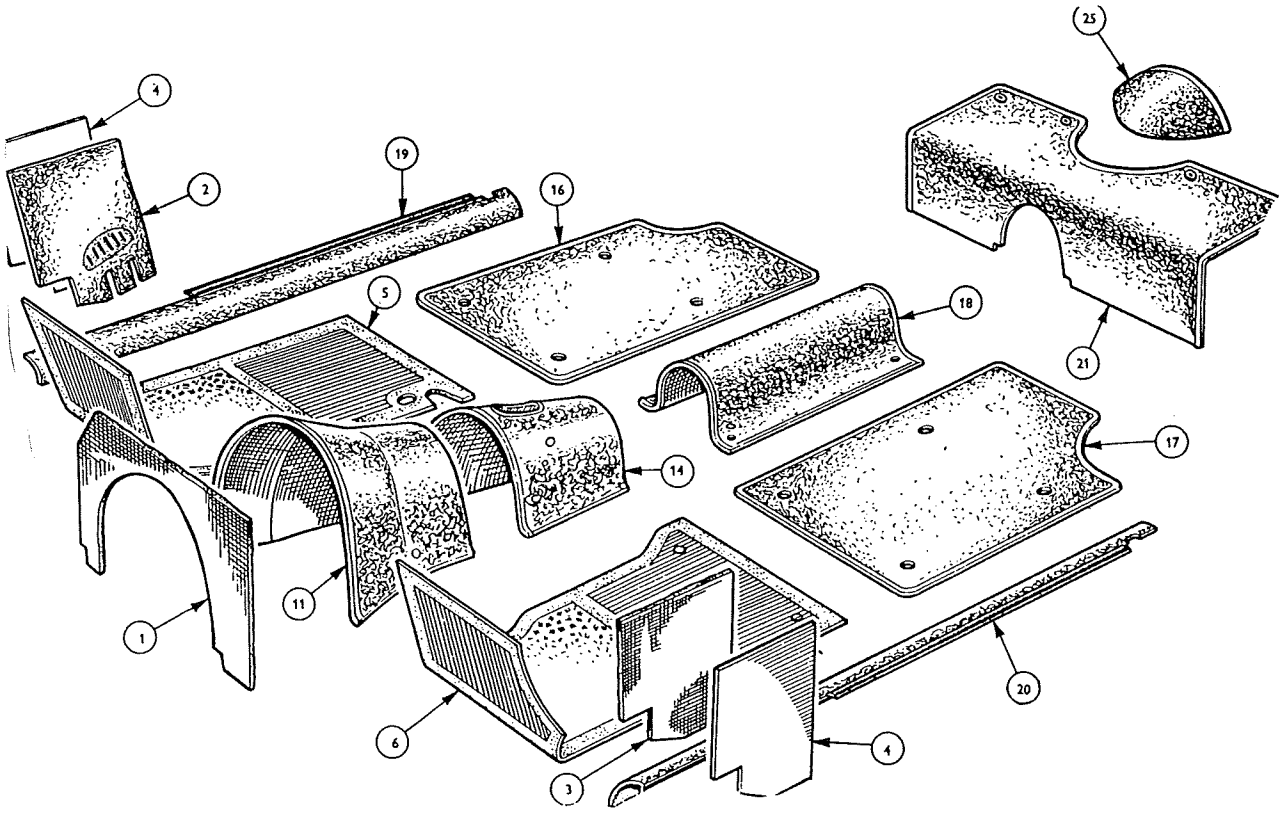

Figure IN-11: TR4 Carpet Pieces

Carpet Attachment Hardware - The footwell pads/carpet was attached by prongs at the top, and snaps at the bottom on the floor near the front of the seat. The two piece transmission cover snapped in place on the tunnel. The dash center section was glued to the firewall, sill carpets glued to sills, and dash side pieces glued to fiberboard units screwed to footwell sides. The rear floor sections were held in place by the seat rail bolts. Transmission tunnel cover snapped in place, heelboard and seat pan assembly was glued at the bottom, but used Lift-A-Dot fasteners at the back since it lifted up for the top frame cover to slip under. The differential cover was glued down.

Items For Judges To Watch For

- Insure hole exists in center dash section for accelerator pedal stop bolt.
- TR4s should have front rubber mats.
- Unsure dash side carpet pieces are on fiberboard, not just glued to body.
- Insure attachment hardware is in place, especially the Lift-A-Dot fasteners on seat pan carpet.

Dash and Instruments

Interior Variation Summary

TR4	CT4398	Dash color changed from Spa White to New White.
TR4	CT4398	Instrument cluster panel changed from stamped aluminum to black painted steel.
TR4	CT25935	Switch Mounting Plinth changed to plastic.
TR4	CT11308	Flat instrument glass introduced.
TR4A	CTC50001	Wood Dash becomes standard.
TR4A	CTC50001	Switch Mounting Plinth changed to be open on top.
TR4A	CTC50001	Two-piece gearshift boot replaces one-piece unit.
TR4A	CTC50001	Light switch moved to steering column. Overdrive switch moved to other side behind turn signal switch.
TR4A	CTC50001	New dimmer switch used.
TR4A	CTC50001	Instrument light rheostat moved to Switch Mounting Plinth.
TR4A	CTC50001	Handbrake moved to top center of driveshaft tunnel.
TR4A	CTC50001	Dash support padded and expanded to include radio mount.

The TR4 and TR4A dashes during the production run were shown in Figures IN-2 through IN-4. What follows is a description of the items that made up the dash. Unless otherwise noted the items applied for both the TR4 and TR4A. An exploded view of the TR4 dash is in Figure IN-12.

Dash

Dash Front & Finish -

- The standard TR4 dash was a white painted stamped metal. Spa white was used up to CT4397, after which New White was used. The wood dash was optional for the TR4. This should be a walnut veneer unit with glossy finish. Most post-CT30000 cars shipped to the USA came with the wood dash.
- The standard dash on the TR4A was wood, walnut veneer with a gloss finish.

Dash Padding - The padding around the dash was black vinyl covered foam. The passenger's side lower foam piece should have a handle formed in it. This handle should have a metal back for TR4s.

Air Vents - Fresh air vents were provided at the sides of the dash. A black plastic louvered piece that fit into the dash directed the airflow, while a black plastic knob controlled the amount of air. The air control valve was a black metal plate which went against a felt pad (#10 in IN-12) to seal the air when shut.

Defroster Vents - Satin black painted metal trims were around the defroster vents in the top of dash.

Lower Windscreeen Securing Hardware - Three chromed bolts held the bottom of the windscreen on the top of the dash. Aluminum plates covered the attachment flanges, and a tonneau snap on a metal strip was also attached. This metal strip was painted black, snap natural. The center bolt held a strip with a snap on both ends. The outside snaps should be facing the car's centerline.

Glovebox Cover - This cover was stamped metal for metal dash cars, wood for wood dash cars. Finish was similar to the rest of the dash. The lock mechanism was chromed.

Glovebox - The glovebox was made of natural fiberboard, painted black on the inside.

Under Dash Support - The under dash support (#49) was painted black with natural hardware.

Center Dash Support - This metal unit straddled the transmission tunnel and attached to the bottom of the dash.

- The TR4 unit was cast aluminum covered with black wrinkle finish paint. It attached to the radio mounting plate with two chrome plated bolts, usually phillips head. It attached to the floor (chassis) with four bolts. The front of the unit has three controls. From left, these are the heat control, fan control, and air control. These are described in the instrument section. The radio, if fitted, was mounted in a plate that went between the center support and the bottom of the dash. The radio hole was cut out of this plate. The plate was also painted with a black wrinkle finish paint.
- The TR4A unit was also cast aluminum, but it was covered with padded black vinyl. The three heater controls were also mounted in it as well as the radio. The top of the support bolted directly to the dash with two chrome or black bolts.

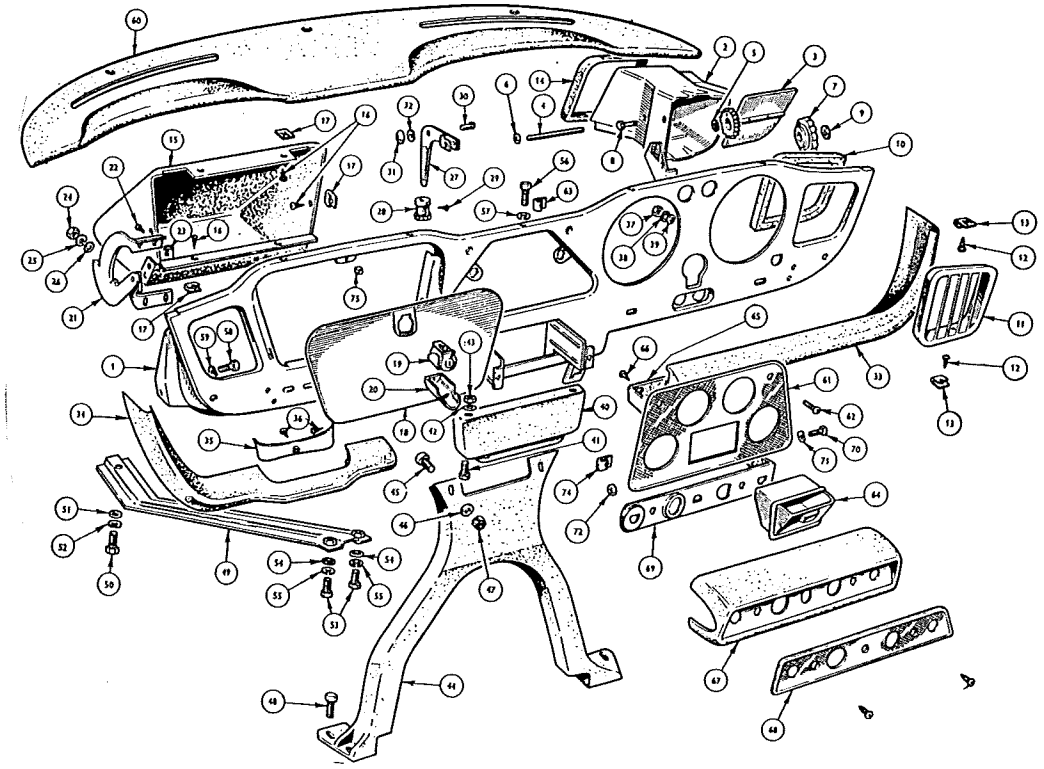

Figure IN-12: Exploded View Of The Dash And Supports

Instruments

The TR4/4A instruments are shown in Figures IN-2 through IN-4 also. Figure IN-13 is the instrument illustration from the parts catalogue. Note that some of the items in this section are shown in Figure IN-12.

Instrument Panel - This center dash panel held the small gauges and the ashtray. On cars up to 4397CT this panel was stamped aluminum, after this it went to black painted aluminum with a "leather" grain. Needless to say that TR4As and TR4s with wood dashes would not have this.

Gauge Location - One of the most common originality deductions involves gauge location. Figure IN-13 shows the gauge location for RHD cars. This is mirrored for LHD cars.

Gauges - All of the gauges, with the exception of the ammeter, were manufactured by Smiths. The ammeter was manufactured by Lucas. All gauges featured black faces, white indicators and needles, chrome bezels, and domed glass up to CT11308 when flat glass was introduced. At the same time the tachometer was changed so that rather than have a red line at "redline", the whole sector was shaded red.

Warnings Lights -The warning lights were located in the dash between the tach and speedo. The ignition warning light was red plastic, and the direction indicator light was green. Both were set into slotted chromed bezels with the directional indicator to the outside.

Switches and Other Controls

Center Dash Mounted Instrument Panel Switches and Controls - The instrument panel light switch, windscreen wiper switch, side/head lamp switch, starter/ignition switch, windscreen washer pump, and choke control were located in the center panel. These switches are shown in Figure IN-13, and are in the correct position (this did not swap between RHD and LHD cars). Switch knobs were black with their function indicated pictorially on the front behind a clear plastic cover. These functions are shown in Figure IN-14.

- Ignition switch (#'s 23-26) had the key number stamped into the face of the barrel, and a circular chrome bezel. Early cars could have bezels which are similar to TR3 bezels. Later cars came with bezels that were wider and had a raised edge.
- Light and wiper motor switch (#'s 15-17 and 28-30 respectively) had circular chrome bezels. Early cars could have bezels which are similar to TR3 bezels. Later cars came with bezels that were wider and had a raised edge.
- Choke cable (#'s 39-41) has a one-piece cable and mount. The bezel, also attached to the cable assembly, was the wide type from the start.
- Mounting Plinth (#67, Figure IN-12) for the early TR4 was a cardboard unit covered with leather grain vinyl. The insert (#68) was stamped aluminum left natural. Later Plinths were injection molded black plastic.
- Cars equipped with windscreen washers (optional accessory usually found on North American cars) had a manually operated pump usually mounted between the light switch and washer switch on the plinth.
- Instrument Light Rheostat was located in the dash on the lower left hand side of the tach. Same wide bezel and knob construction as other switches.
- Changes at TR4A were: the light switch moved to the steering column, and the instrument light rheostat moved to the vacant hole in the plinth. The plinth itself was now made of black vinyl coated plastic, with a built in small "shelf" on the lower portion (see Figure IN-4).

Heater Fan Switch - Cars equipped with heaters (heaters were optional, but all North American cars came equipped with heaters) had an on/off fan switch located in the center of the dash center support. Same wide bezel and knob construction as other switches.

Heater Control - The control for the heater valve was a cable running from the dash center support to the valve. This sheathed cable mounted to the left of the fan switch using the wide bezel and knob with heater element symbol on it.

Air Flow Control - This switch selects no air, defrost, or cockpit heat. A large flapper valve in the heater unit is remotely actuated by a cable connected to a knob on the right side of the fan switch. Cable construction is similar to the heater control with same type of bezel and knob.

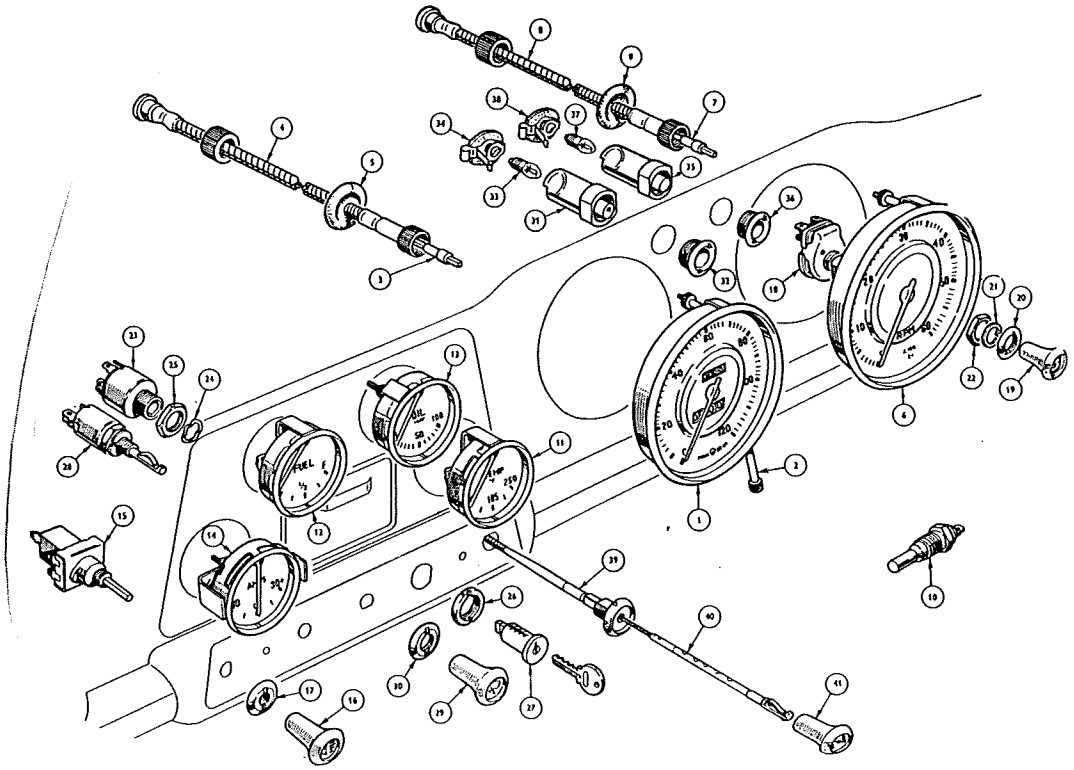

Figure IN-13: Instrument Locations

Gear Change Lever and Knob - The gearshift lever on all cars was chromed, with a chromed nut to serve as a stop for the gearshift knob when screwing it into place. The shaft is bent roughly 30% of the way toward the top. The gearshift knob was round black plastic, without a gearshift pattern molded into the top of the knob. There was no contrasting color markings on the knob.

Gearshift Boot - The gearshift boot for the TR4 was soft rubber, round, one piece, and has small "bellows" built into the top. The TR4A boot was surrounded by the case dash center support piece, and was a two piece black rubber unit, still with the bellows.

Handbrake Lever -

- TR4 - The handbrake lever on all TR4s was chromed, with a black plastic grip. A rubber boot sealed the floor opening from the lever. This assembly was unchanged from the TR3, but the black plastic grip was the push on type rather than the screw-on type of earlier TR3s.
- TR4A - The handbrake lever moved to the top of the drive shaft tunnel. The lever was metal painted black with a black release button and black plastic handle. The boot was built into the tunnel carpet, made of vinyl the same color as the carpet.

Accelerator, Brake and Clutch Pedals - These assemblies were not changed on U.S. specification cars during the production run. The pedal pads on the brake and clutch were molded with the familiar "T". All pads were black rubber. The accelerator pedal was painted black with the pedal surface being natural metal, if only due to wear. The brake and clutch pedals (and pedal box) were painted gloss black.

Headlamp Dipper Switch - On U.S. specification cars, the headlamp dipper switch was mounted on the bulkhead (side). The switch was round, clear cadmium plated, and the mounting bracket was gloss black. Right hand cars

had these mounted on the front bulkhead (firewall) adjacent to the transmission tunnel. The switch type changed at TR4A introduction to a squarer unit with a cast aluminum switch base.

Vent Controls - The scuttle vent knob was located under the right side of the dash near the center dash support. The knob was unmarked black bakelite, the lever it was attached to was painted white as the dash for TR4s, gray primer in the TR4A. .

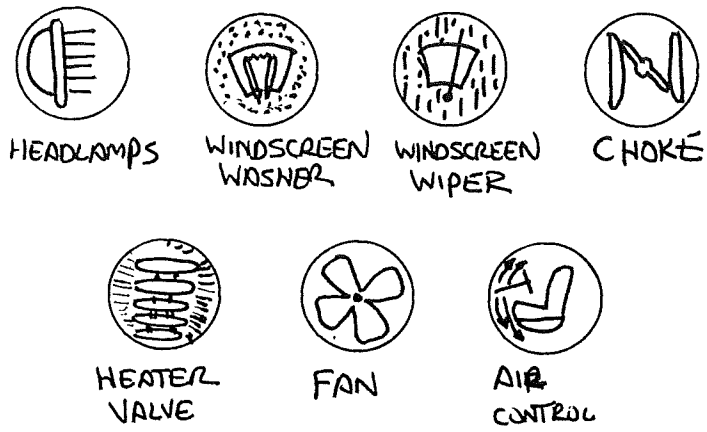

Figure IN-14: Knob Pictures and Functions

Other Dash Items

Rear View Mirror - Several different rear view mirrors were used during the production run. Three are listed in the parts catalogue. The rear view mirror mounted to the top of the windscreen in the middle.

- Early TR4s used an all metal unit with a rubber strip around the mirror mounting similar to the later TR3 mirror.
- Later TR4s and TR4As used a plastic mirror.

When did this switch occur? Not noted. Until this is determined either type of mirror is acceptable on TR4s. TR4As should have plastic mirrors.

Sunvisors - Sunvisors were optional on the TR4, but very likely to be on a North American car. They were standard in the TR4A. Made from padded foam covered in grained white vinyl, the passenger's visor incorporated a mirror. The attachment hardware was painted satin black and attached with chromed slotted screws.

Ashtray - Ashtrays were mounted in the center of the instrument panel between the two lower gauges. The unit is square black bakelite with a chrome pan it fits into.

Radios - Radios were an option on the TR4 and TR4A. In North America dealers would fit Smiths, Bendix or Motorola AM radios with "Triumph" on the front of the radio on the tuner display. These fit into a hole cut in the radio mounting plate above the center dash support. The rear of the radio bolted to a strap provided on the heater unit. The early radios (at least through 1964) had chrome trim rings and chrome knobs. Later black plastic could have been used. The antenna was mounted to a hole in the scuttle on the passenger's side. The speaker was usually, but not always, mounted in the passenger's footwell. Two speakers were used. The Smiths unit was cardboard and screwed to the top of driveshaft tunnel. The Bendix and Motorola units were steel and mounted under the right side footwell. Both were black, but the Smiths unit had a chrome speaker grill.

Turn Signal Flasher – The turn signal flasher is located under the dash on the firewall on the left side. It mounts into a socket attached to the firewall.

Voltage Stabilizer - The voltage stabilizer is attached above the kick panel on the right side footwell

Other Options/Add-on - A variety of radios, cigar lighters, map lights, anti-dazzle mirrors, and such were fitted to the cars. Some were factory approved arrangements, some were purely aftermarket additions. Do not deduct for period or period appearing accessories that are tastefully fitted in a manner consistent with the age of the car.

Items For Judges To Look For

- All TR2-TR6 similar function gauges were the same size, so judges should insure that gauges are proper for the car and not borrowed from, say, a TR6!
- Insure knobs are of the correct type, on the correct switch, and have clear plastic covers on them.
- Insure the trip-meter knob on the speedometer is attached.

Steering Wheel and Shaft Controls

Interior Variation Summary

Late TR4	Column Escutcheons made from black plastic.
TR4A	Overdrive switch moved to behind left escutcheon.

Steering Wheel

Steering Wheel - The TR4 and TR4A steering wheel , shown very well in Figures IN-2 through IN-4, consisted of a cast aluminum hub unit painted gloss black, three groups of four stainless steel rods arranged in a "T" pattern, and the outer rim made from black bakelite covered metal.

Optional Factory Wood Wheel - An optional wood wheel was available. No pictures of this are available, but it would have been a form, fit, and function replacement, so the horn would be operational with an original horn button.

Aftermarket Wheels - If an aftermarket wheel is fitted the car owner must have proof of period or a major originality deduction is required.

Note that a common remedy for cracked and worn steering wheel rims is to fit an aftermarket steering wheel cover. While this is definitely not the preferred manner of dealing with this problem, make no deductions for period appearing, steering wheel rim, covers. Note that this rule discriminates against the honest owner in concours, but the rule is grandfathered over from the TR3 judging rules.

Horn Push - Both the TR4 and TR4A had a horn push in the center of the steering wheel. The unit was mostly bakelite with a chrome trim ring separating the body from the button. The button carried the blue and white Triumph "open book" logo under clear plastic. Some very early cars might not have the logo (reference Figure IN-1) although this author has never seem one even on cars with serial numbers in the low hundreds.

Controls And Shaft

Figure IN-15 shows the steering column and the attached controls.

Shaft Cover (#1) - This cover for the steering shaft was made of aluminum and painted gloss black. It had a gloss black steel harness cover (#9) that fit underneath it

Column Escutcheons - These mounted on the sides of the column in front of the steering wheel and housed turn signal and overdrive (if fitted) switches in the TR4, with the addition of the light switch in the TR4A. Initially made of stamped steel and painted gloss black, they were black plastic by the time the TR4A was introduced. TR4s can have either attached, but the TR4As should have plastic. Turn signal escutcheons should have a turn signal decal on them. The TR4A right escutcheon should have light switch pictorial decals on it. The TR4 left escutcheon was modified slightly to accept the overdrive switch. The escutcheons mounted with chrome phillips head screws.

Turn Signal Switch - This was mounted in the left hand escutcheon on LHD cars. On the TR4s It initially had a chrome plated stalk which was replaced later with a stainless stalk. A bakelite knob was fitted to the end.

Light Switch (TR4A) - This moved to the right hand escutcheon for the TR4A. The overdrive switch moved to behind the turn signal switch.

Overdrive Switch - This was located in the right escutcheon for TR4s and moved behind the turn signal switch in the TR4A. The switch had the same wide chrome bezel as the dash switches with a stalk either chrome or stainless, matching the turn signal.

Column Supports - The steering column support rods were black painted metal. The supporting block directly behind the dash was natural cast aluminum. Padding was put around the column at the dash support and at the firewall support. Hardware was left natural.

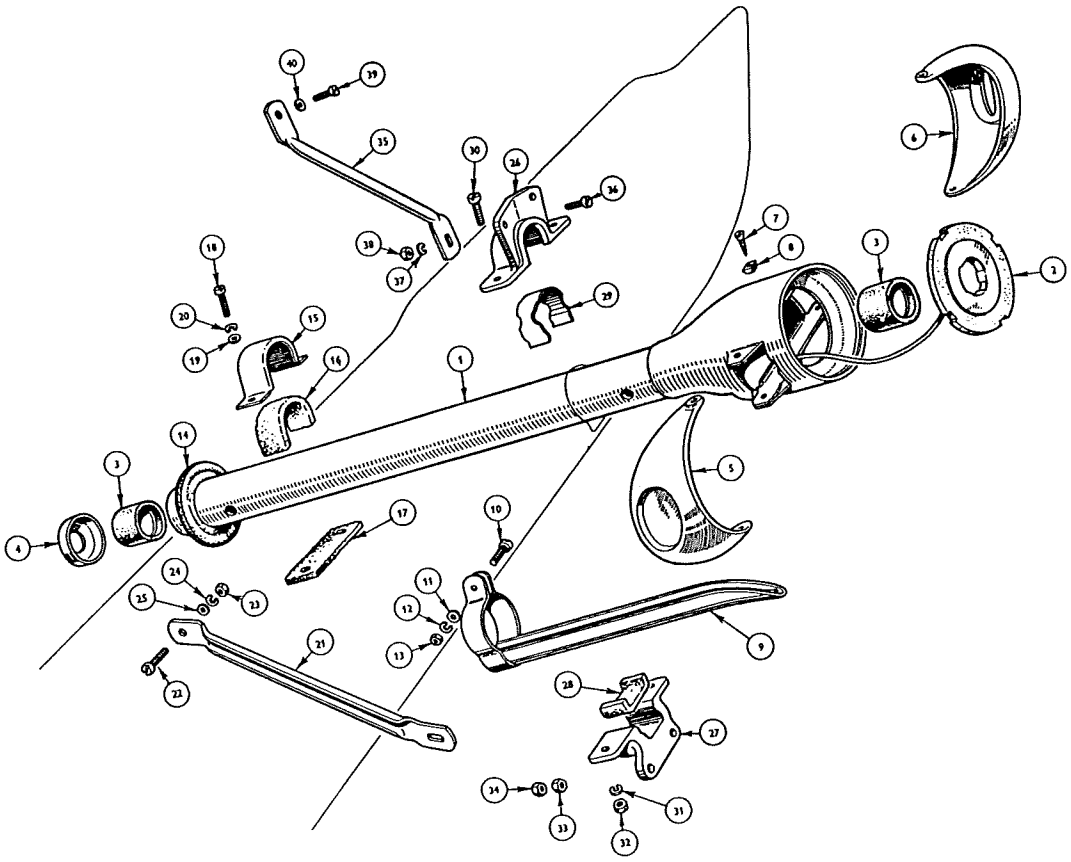

Figure IN-15: TR4 Steering Column Components (TR4A Similar)

Item For Judges To Look Out For

- Chrome stalked column switches in TR4As.
- Mixed metal and plastic escutcheons, either metal or plastic, but not both.
- Metal escutcheons on TR4As.
- No decals on restored escutcheons.

Trim

Interior Variation Summary

TR4	CT2966L< CT???? < CT35739LO	Rear body lifting holes and studs removed.
TR4A	CTC50001	Hoodsticks Covers Eliminated

Figure IN-16 shows the trim components discussed in this section:

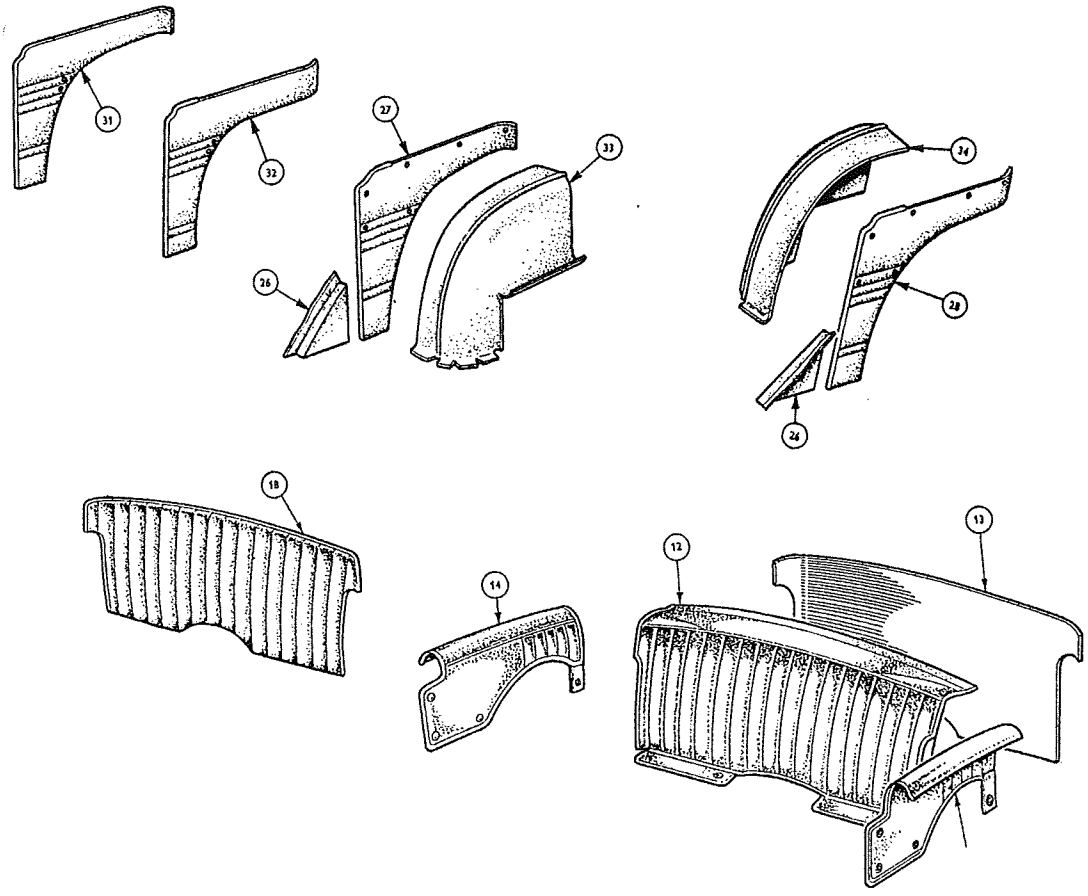

Figure IN-16. Interior Trim Items In the TR4 and TR4A

Wheel arch Covers - These vinyl covers were dyed to match the trim color of the car (black, blue or red), and glued directly to the metal of the wheel arch. A 1/8" white plastic piping ran down the length of the cover where the curve of the wheel arch was sharpest. Thin cotton wadding was used as padding between this piping and the intersection of the wheel arch and the quarter lining panel (inner dogleg).

Lifting holes - Early TR4s had two chrome plated phillips head screws in the side of the wheel arch. These filled holes that were used during construction to lift the body (the other two points were the hood hinge attachment bolt holes). These can be seen clearly in Figure IN-1. Sometime later in the TR4 production run these were done away with. We are currently assessing where that happened. These should not be on TR4As and TR4s later than CT35000.

Quarter Casings - These fiberboard "dogleg" panels were covered in vinyl to match the interior trim. The vinyl was strapped to the panel with minimal padding. Quarter casings were screwed to the quarter lining panel (inner dogleg) with chromed slotted #4 trim screws and cup washers. There were two types of these depending on if a surrey top was fitted. The convertible top version had holes for the frame mounting bolts and frame (hoodsticks) covering. These were deleted on the surrey top version. The casings had six horizontal lines made by heat pressing, four near the top and two near the bottom. On the convertible top TR4 version three snaps on each side were provided to secure the hoodsticks cover. White piping ran around the edges of the convertible units, and just the sides of the surrey top units.

Hoodsticks Cover - The TR4 had three upholstery pieces in the back to cover the hoodsticks when not in use. These are also shown in Figure IN-1 and IN-16. These were made of padded vinyl (that matched the interior color) with vertical pleats, two side pieces and a rear piece (rear piece also known as the Rear Squab). The side pieces snapped to the quarter casings and the rear squab backboard. The rear squab attached to posts that the rear shelf carpet attached to with Lift-The-Dot fasteners. Those fasteners held the squab bottom down. The other side of the cover pieces attached to the car between the body and quarter casings and backboard. The cover pieces each had a single white piping piece, forming a continuous line when the covers were in place.

Rear Squab on Surrey Top Cars. The TR4 used a fiberboard with padded, vertical pleated vinyl that looked similar to the convertible rear squab. This was eliminated (from what we can tell in the pictures) in the TR4A, the simple backboard panel (below) used instead.

Backboard Panel (Front Petrol Tank Casing) - This was used on the convertible TR4 and TR4A. On the TR4 they were either plain black fiberboard. On the TR4A, were covered with thin vinyl with heat pressed vertical lines on them. They were secured with chromed slotted #4 trim screws and cup washers.

Side Panels - These small triangular panels were made of vinyl covered fiberboard, finished in vinyl to match car. They were located just below and aft of the doors on the inside of the car

Door Seals – Two types were used:

- TR4s uses a two part seal. A furflex strip runs around the edge of the door opening, and a rubber seal is just outside of this riding in its own channel.
- TRAs have a single combined furflex and rubber seal that affixes to the edge of the door opening

Trunk(Boot)

Interior Variation Summary

TR4	5643CT	Stay changed from prop rod to a sliding unit.
TR4	14209CT	Trunk floor panel (spare tire cover) changed (strengthened).

The trunk on the TR4and TR4A was quite simple. Very few changes occurred during the production run. The most major change was the prop rod assembly.

Early Prop Rod Assembly - Initially the TR4 had a prop rod assembly as shown in Figure IN-17. The rod (#19) fit into a bracket welded to the left side of the trunk. It snapped to the trunk frame using a rubber clip the same as the one that fits the TR3 hood (bonnet). A black plastic covered safety wire kept the trunk lid from opening too far. The rod was painted black, attached with an unpainted nyloc nut to the trunk lid frame. The later TR4a and TR4As used a locking/sliding bar and concept which remained unchanged through the late TR7s! For the locking slide, the body bracket for the rod and the trunk lid frame bracket for the rubber rod holder were eliminated, and brackets for the bar added. The locking bar was unpainted.

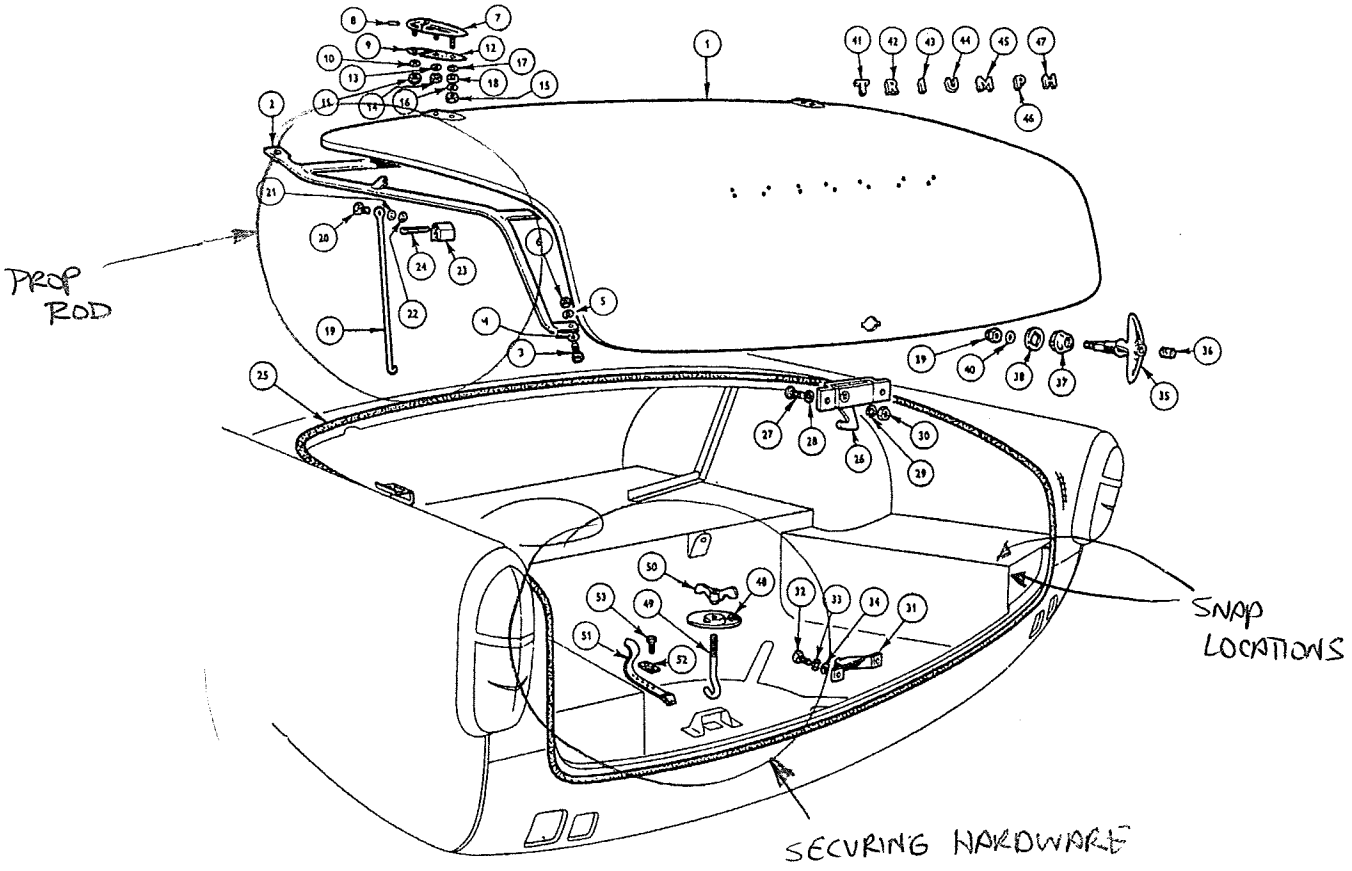

Figure IN-17: Early Trunk Hardware

Trunk Paint - The trunk was painted body color.

Trunk Floor Covering - No trunk floor covering was used during the production run.

Spare Tire Cover. . This metal strengthened fiberboard covered the spare tire. The board was painted black and had metal strips attached. One metal strip was an angle piece that fit behind the trunk millboard to hold the "back" of the millboard in place. It was steel painted black and had two rubber bumpers built in to buffer it from the millboard. The "front" strip, the one closest to the trunk opening when cover was in place, was also made of black painted steel. Natural rivets held the metal pieces to the cover. The change at 14209CT was to make it stronger. Piggott lists the cover as being made of plywood, but the author has only seen fiberboard units. We are looking into this. It was secured to the car by slipping the angle piece behind the millboard, and forcing the back sides into metal clips built into the body to hold it. The front secured using several snaps

Trunk Millboard - The trunk millboard (rear petrol tank casing - the vertical piece that covers the back of the gas tank) was black fiberboard and held to the car by screws that fit into speed nuts attached to the millboard. The board attached to the back of the top metal attachment lip of metal with #4 trim screws and washers, which meant that the metal strip was showing. It attached in front of the attachment points on the sides and bottom.

Spare Tire Stowage Hardware - The spare tire cover was secured by two short fabric straps with snaps in them. These were located on the corners of the cover closest to the trunk opening (when cover was installed). The fabric was black, the snaps natural. They attached to snaps built into the body on the vertical body sections just inside the trunk opening that flank the spare tire well. The cover could also have two snaps built into the board just behind where the fabric straps attach to the cover. These snaps attached to the body on the trunk floor next to the spare tire well. The spare tire storage is not normally seen with a TR4/4A in concours display (cover is down), but it consists of a threaded hooked rod that goes through the center of the tire and attaches to a metal strap built in to the floor of the spare tire well. The top of the rod is secured by a black painted round metal plate held down by a wingnut. This wingnut is made of cast aluminum alloy and is subject to stripping.

Tool Stowage Strap - This leather strap, located to the left of the spare tire and secured to the bottom of the spare tire well, held the tool roll. This leather strap was black, with a natural buckle. It was held to the body by a metal strip secured by two screws. The metal strip has been seen in both black paint and natural finish. Accept either for now, but expect a correction in future editions. Screws should be natural.

Items For The Judges To Look For:

- Early prop rod assembly have safety wire?
- Spare tire cover secured by two straps?
- Millboard attached behind metal mounting strips on top? In front of them on the sides and bottom?

Tools

Standard Tools

The TR4 and TR4A came standard with a tool roll. We are taking the SPCE 2 verbatim on what was required in the tool kit. The following tools are required for concours:

- TR4 Instruction Book
- Jack
- Jack handle
- Hubcap (nave plate) Remover (steel wheeled cars only)
- Wheel Nut Spanner (steel wheeled cars only)
- Knockoff hammer (wire wheeled cars only)
- Open end spanner 3/8" x 7/16" A/F
- Open end spanner 3/4" x 5/8" A/F
- Open end spanner 1/2" x 9/16" A/F
- Tube spanner 1/2" x .56" A/F
- Sparking plug tube spanner
- Pair slip joint grips (pliers)
- Combination Tool (Hubcap remover and screwdriver, steel wheel cars only)
- Tommy bar
- Screwdriver
- Adjustable wrench
- Greasegun
- Feeler gauge assembly
- Distributor tool (Lucus key like feeler gauge)
- Headlamp rim removing tool

All tools were finished in clear cadmium, except the following:

- Jack and Jack Handle -. The jacks were usually painted varying shades of orange red, and the feet of these jacks were blued or black-oxide finished. The ratchets were blued or painted black.
- Wheel Nut Spanner - Disc wheeled cars were issued a wheelbrace (lugnut wrench) which was painted gloss black except a blue metallic painted area inside the socket.
- Knockoff Hammer - Wire wheeled cars were issued knockoff hammer, which was either copper or lead. Thor hammers being reproduced today are perfectly acceptable.
- Grease guns were painted blue metallic hammertone or bronze metallic. The potmetal caps were natural, as was the shaft. The nozzle was clear cadmium.
- The screwdriver blade was slotted, and natural. The grip was light hardwood.

The tool roll was a thin plastic/vinyl with heat pressed tool pockets. The tie straps were either white or black cotton. The tool roll itself was either peach or black plastic in very early TR4s, black plastic afterward.

Optional Tools

Crank Start Handle - This optional tool was provided with TR4s fitted with the optional crank start kit. If fitted with the kit on the front bumper, the handle must be in the tool kit. The TR4 unit looks like the earlier TR3 units, differing only slightly in the position of the boss which slips into the starting handle guide, located farther toward the handle. All were finished gloss black.